



# Marrickville Station Precinct

*Sydenham to Bankstown  
Urban Renewal Corridor Strategy*

CHAPTER 3





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## EXECUTIVE SUMMARY

The Sydenham to Bankstown Draft Urban Renewal Corridor Strategy was exhibited between October 2015 and February 2016.

The proposals for areas of increased housing densities around train stations that will become part of the new Sydney Metro generated significant community and stakeholder interest resulting in over 1,800 submissions on the Strategy.

The key issues raised in regards to the Marrickville Station Precinct were:

- Streets with heritage character should not be redeveloped and Federation streetscapes should be preserved;
- There was concern from some residents about the impact of development on Riversdale Avenue, Leofrene Avenue, David Street, Fletcher Street, Warburton Street, Greenbank Street, Church Street, Silver Street and Central Avenue;
- Growth should be focused on industrial and under-utilised land such as Myrtle Street and Carrington Road, although some submissions raised concerns about flooding in these areas and potential impacts on adjoining residential areas; and
- There was general support from land owners (and developers) for redevelopment along Illawarra Road, Station Street and Leofrene Street, although some submissions were concerned about impacts on local traffic, parking and empty shop fronts.

During the course of 2016, a detailed review of the strategy was undertaken including considering submissions. This included a community design workshop held in May 2016, architects and urban design reviews and heritage studies.

The revised Strategy has been updated to:

- Retain more streets for low-density housing, in particular the areas to the south of Schwobel Street, south of Greenbank Avenue and adjacent to Casmir Catholic College and St Brigid's Public School;
- Identify Silver and Gladstone Streets as potential new Heritage Conservation Areas;
- Provide opportunities for taller high rise buildings (above nine storeys) on Myrtle Avenue and Carrington Road given the proximity to the potential new station entry;
- Allow some taller buildings (up to twelve storeys) on Illawarra Road between Schwobel and Grove Streets on the southern side of the pedestrian plaza proposed at the Station Street entry to the railway station; and
- Identify areas where public domain improvements will be carried out and improve pedestrian and cycle connections across the Precinct and to open space.

The vision for the Marrickville Station Precinct is:

- A diverse and vibrant community focused around a reinvigorated Illawarra Road;
- A new station forecourt plaza that will act as a central meeting point for the Marrickville Station Precinct with a range of active uses;
- Future development along Carrington Road will deliver improved connections and new open space to support existing and future residents of the Marrickville Station Precinct;
- Valued low density neighborhood areas are retained;
- Improve the quality of the public areas with new footpaths, street trees and street lighting to create a great place to live and work; and
- The potential for a new linear park along the metro line could create a new and interesting place for leisure and recreation.

The proposed changes to the land uses and built form controls in the Marrickville Station precinct would provide 6000 additional dwellings by 2036.

The following actions for the Marrickville Station Precinct will commence in the next 12 months:



### Design of the GreenWay South West

DPE is preparing a concept landscape masterplan for a shared pedestrian and cycle link and linear park should surplus rail land become available.



### Public Domain and Station Access Plans

Sydney Metro are preparing a Public Domain and Station Access Plan for improved station design, accessibility and interchange with other modes of transport. The new metro station at Marrickville will provide improved pedestrian and bicycle access.



### Finalisation of the Strategy and Local Planning Direction

DPE will finalise the Strategy including a local planning direction (a Section 117 Direction) to ensure that future residential development across the corridor is consistent with the Strategy.



### Special Infrastructure Contribution

DPE is preparing a draft Special Infrastructure Contribution plan (SIC) to identify the regional infrastructure improvements required to support growth in the corridor. The SIC levy will fund a range of community, transport and open space infrastructure.



### Planning for Schools

The Department of Education will identify locations for new or expanded schools within the corridor based on the growth proposed in the Strategy.



### Precinct Support Scheme Funding

DPE will provide funding to Councils through the Precinct Support Scheme to improve amenity and infrastructure within the corridor.



### Heritage Conservation

Inner West Council will prepare a Planning Proposal to protect newly identified Heritage Conservation Areas along Silver and Gladstone Street.

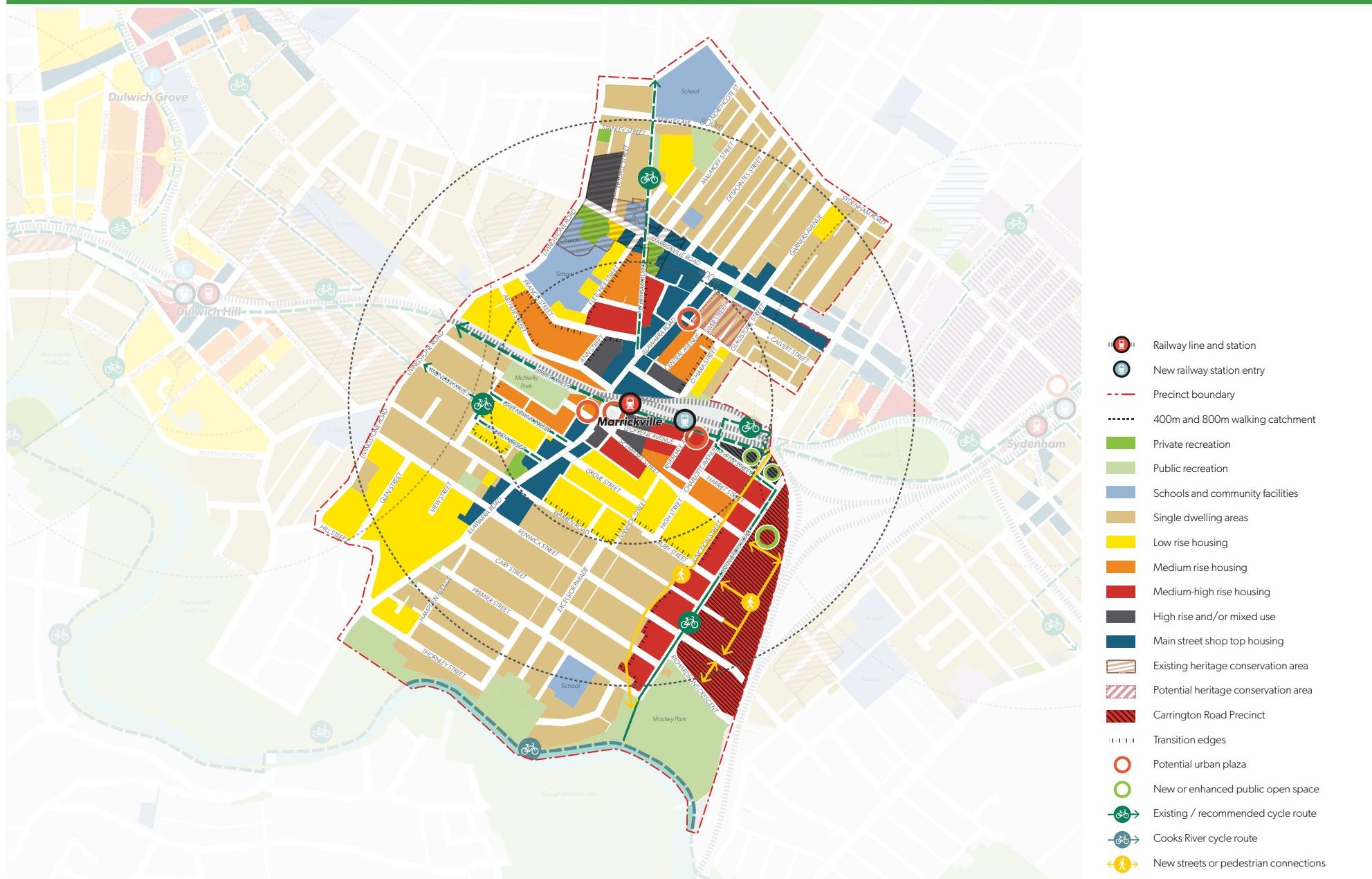


### Open Space

Plans for improved connections to existing open space will be included in proposals to rezone existing industrial land along Carrington Road and Myrtle Street.

## EXECUTIVE SUMMARY

FIGURE 1: THE REVISED LAND USE PLAN – MARRICKVILLE STATION PRECINCT



## 1.1 Introduction

This chapter builds on the themes and visions developed in the revised corridor strategy and looks specifically at the Marrickville Station Precinct. Marrickville has a strong community that values its character and heritage.

This chapter will provide a summary of the issues raised during community and stakeholder consultation along with some of the findings of the independent review carried out by CM+, an architectural review by Tyrrell Studio and a heritage study carried out by NBRS.

A revised vision statement and land use plan is presented along with updated housing and employment forecast data showing how the proposed changes will deliver new houses and jobs.

Finally, the chapter will conclude with a schedule of the infrastructure required in Marrickville to support this growth and the key actions for the Strategy to be implemented.

## 1.2 Character and context

The Marrickville Station Precinct is located within the Inner West Local Government Area and approximately 6.6km from the Sydney CBD. The precinct borders the suburbs of Petersham to the north, Sydenham and Tempe to the east, Earlwood to the south and Dulwich Hill and Lewisham to the west.

Marrickville has an extensive retail and commercial area along Illawarra Road and Marrickville Road and an industrial precinct around Carrington Road in the south-east of the precinct. The main commercial strip is defined by traditional, fine grain, built form with one to two storey high street buildings of varying quality with a mix of newer infill buildings.

Residential buildings surround the retail centre and comprise a mix of medium density walk-up residential flat buildings and low density semi-detached and detached dwellings. The outer residential areas are largely occupied by single detached houses on relatively compact lots dating from around the early 20th century.

The Marrickville Station Precinct includes the Civic Precinct Heritage Conservation Area, which is located in the north east of the precinct along Marrickville Road. This conservation area is characterised by civic and community buildings built from 1895 to 1940. Several of the buildings within the Station Precinct are identified as heritage items, including Marrickville Station, Marrickville Town Hall, Fire Station and St Brigid's Church.

There are also several heritage items located to the south of Marrickville Station, including historic streetscape elements like stonewalls, terracing and street planting on High, Junction, Ruby, and Schwebel Streets, the industrial facades and Canary Island Palm tree planting on Carrington Road and the Sydney Water Pump House.

Social infrastructure in the precinct includes Ferncourt Public School, Marrickville High School, Marrickville Youth Resource Centre and Marrickville Library.

McNeilly Park is located close to Marrickville Railway Station, adjacent to the railway corridor to the west of Wardell Road. The Cooks River corridor along the southern boundary of the precinct features a number of parks (Mahoney Reserve Sports Field, Steel Park and Mackey Park) and walking/cycling tracks. The Marrickville Golf Club and Concordia Club occupy a large site at the southwest limiting public access.

Localised flooding impacts some areas of the Marrickville Station Precinct. These include the areas near the Cooks River, the Carrington Road Precinct located in the south east of the precinct, and the north east of the site, adjoining the Sydenham Station Precinct. Notwithstanding the existing flooding conditions, the Carrington Road Precinct is a large consolidated site and flood mitigation measures can be incorporated in future development. The Council's planning controls detail the design requirements for new developments in these areas to minimise flooding risks.

**FIGURE 2: VIEWS OF MARRICKVILLE**



Source: © SaltyDingo 2016

## SECTION 1: INTRODUCTION

FIGURE 3: VIEWS OF MARRICKVILLE



Source: © SaltyDingo 2016

A small part of the precinct, to the north east, is affected by aircraft noise from Sydney Airport as it falls within the 25 Aircraft Noise Exposure Forecast (ANEF) area. This substantially restricts residential development opportunities in that area. The majority of the precinct is affected by lesser aircraft noise that does not restrict residential development opportunities.

Illawarra Road is the north-south route through the precinct connecting to Earlwood in the south and Enmore in the north whilst Marrickville Road is the primary east west connection through the precinct. Surrounding lesser streets are in modified grid form. Reflecting their age, some of these streets are relatively narrow compared to other parts of the corridor.

Marrickville Station is at the centre of the core of the precinct. The precinct has reasonable bus connections, being served by two bus routes that connect Kingsgrove to the CBD.

There are a number of local east-west and north-west on-road cycleways, whilst the Cooks River shared cycleway is located along the southern boundary of the precinct.

FIGURE 4: CONTEXT MAP



# 2

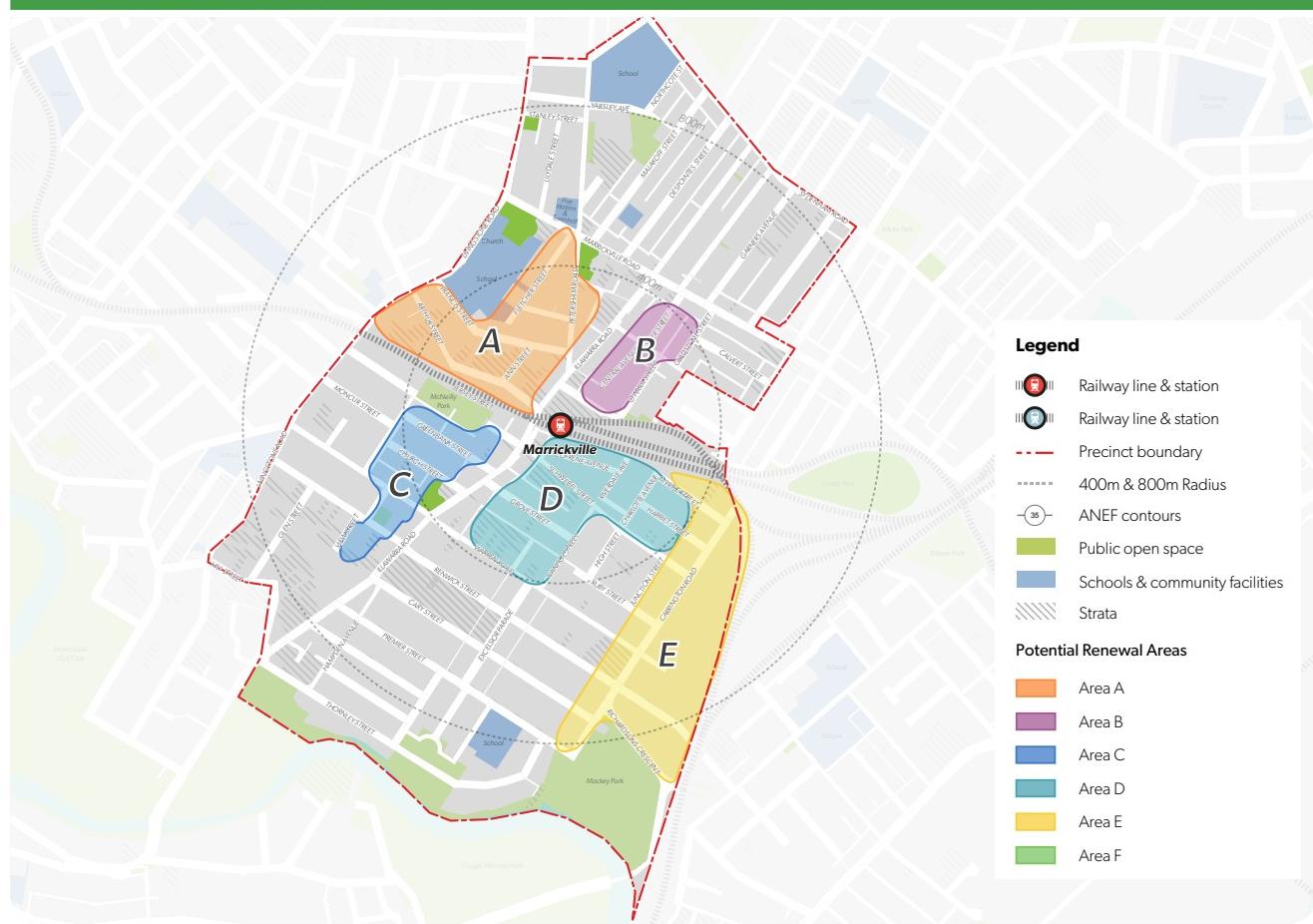
To inform the draft Strategy, an opportunities and constraints analysis was undertaken by JBA. It identified areas (labelled A to E in Figure 5) and Illawarra Road (south of the railway line), as having the most renewal potential and for further investigation.

Areas A-D were identified as having potential for redevelopment of low rise apartment buildings of between three and five storeys.

Area E was identified as having potential to accommodate medium and higher density residential uses / mixed use on the basis that flooding issues could be resolved.

The draft Strategy proposed increased densities within 400 metres of Marrickville Station. Sites fronting on to Illawarra and Marrickville Roads were designated as shop top housing to reinforce the importance of these active retail strips. Some small pockets for potential high rise mixed use housing were identified in sites close to the station, along with medium high rise housing to the south of the train line running east and connecting with the Carrington Road precinct. Areas to the south of Warren Road and the area around Marrickville High School were proposed for medium rise housing.

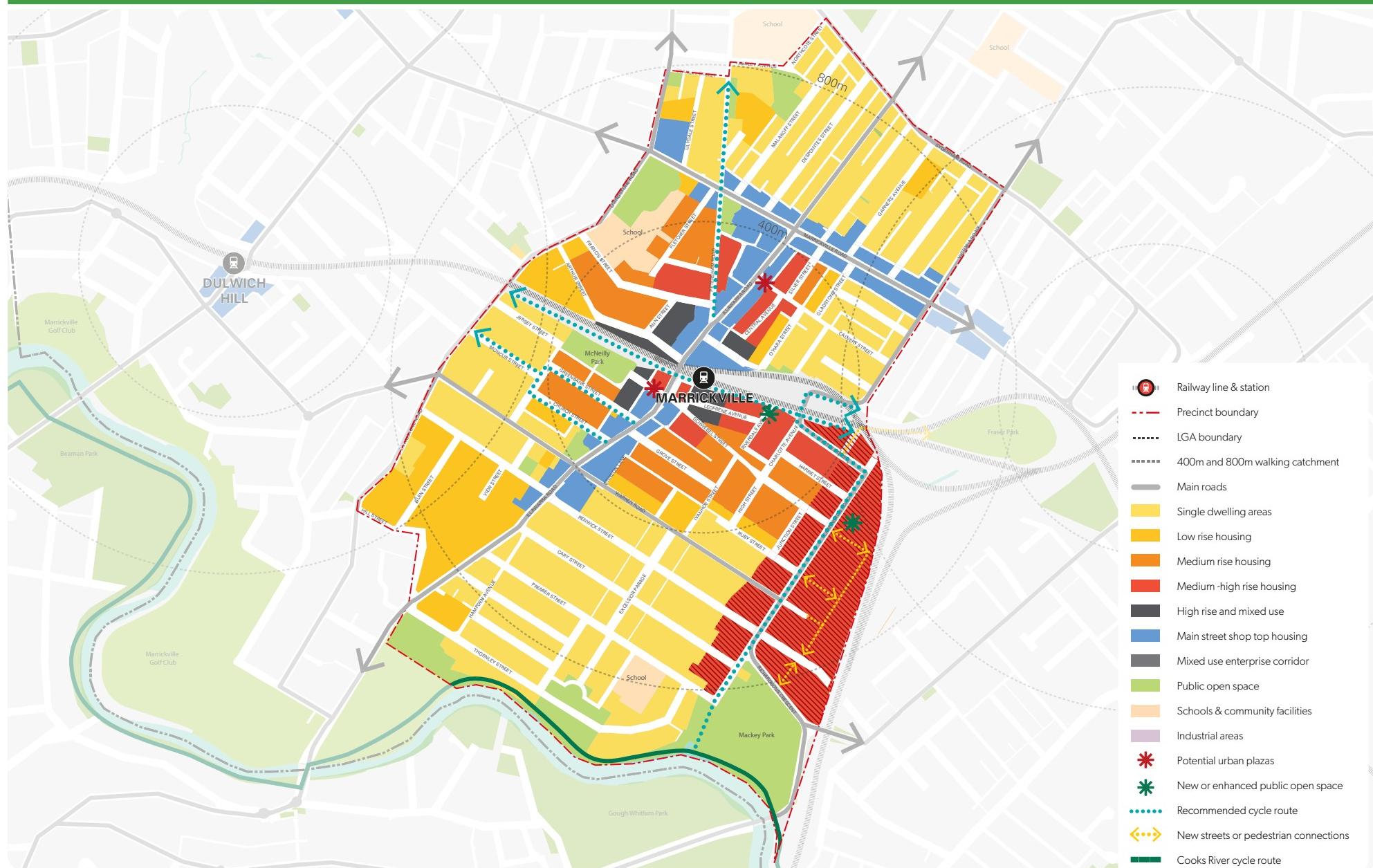
**FIGURE 5: POTENTIAL RENEWAL AREAS**



Source: © JBA, 2015

## SECTION 2: DEVELOPMENT OF THE DRAFT STRATEGY

FIGURE 6: DRAFT LAND USE STRATEGY (OCTOBER 2015)



Source: © JBA, 2015

# 3

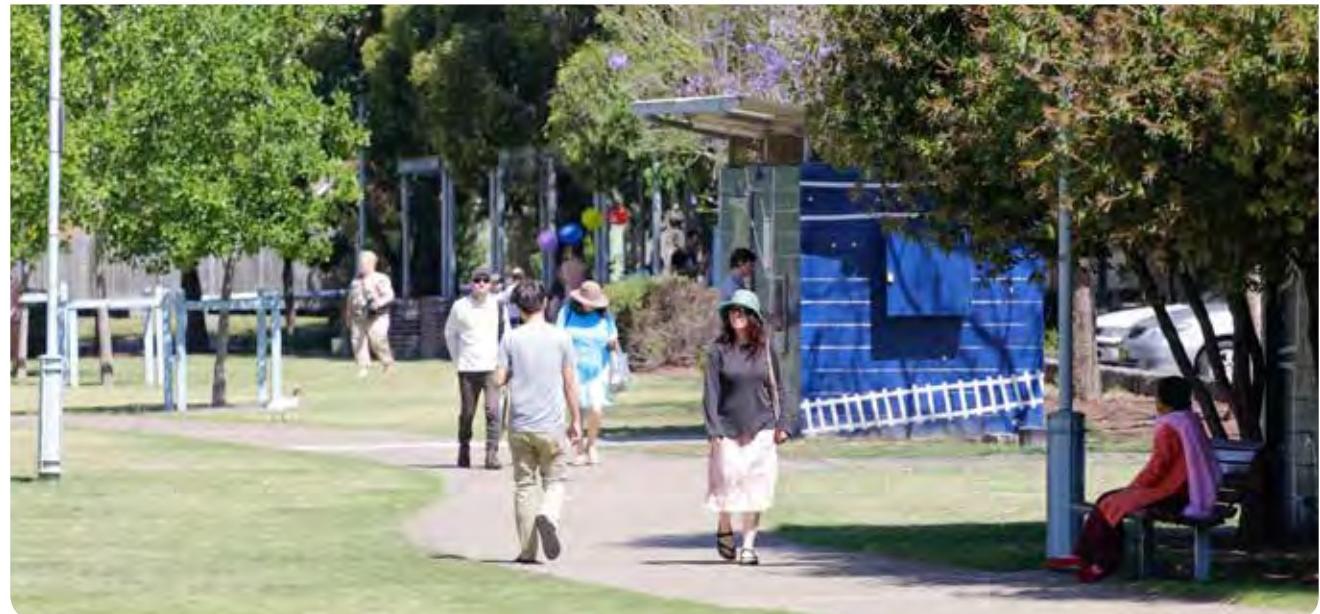
## 2.1 Community feedback

The draft Strategy was publicly exhibited from 14 October 2015 to 7 February 2016. Over 1,800 submissions were received of which 321 related to the Marrickville Station Precinct.

The key issues raised included:

- Streets with heritage character should not be redeveloped, Federation streetscapes should be preserved and more streets retained for low density housing;
- New development should integrate with existing housing with greater transitions and setbacks to minimise impacts of development, such as overshadowing, privacy and noise, site isolation and fragmentation of streetscapes;
- The street facades and small scale shops on the main streets should be retained. There was concern that new mixed use development may result in empty shopfronts if existing business are not able to afford higher rents;
- There was some support for focusing growth and development on under-utilised land and in industrial areas (as an alternative to existing residential areas), such as Carrington Road and Myrtle Street. Impacts on adjoining residential properties would need to be managed;
- There was some support for high rise and mixed use development close to the railway station on streets such as Illawarra Road, Leofrene Street, Station Street, Brynes Street and Warburton Street;
- Traffic congestion, parking issues and pedestrian safety needs to be addressed, particularly near the railway station;

**FIGURE 7: MCNEILLY PARK, MARRICKVILLE**



Source: © SaltyDingo 2016

- There was strong support for providing an active transport corridor along the railway line and for improving the walking and cycling connections to the station, Cooks River and open space areas, and to the adjoining suburbs of Sydenham and Tempe; and
- Environmental issues would need to be considered, such as maintaining solar access to existing parks, maintaining tree canopy and increasing tree planting to manage urban heat island effect, addressing local drainage and stormwater run-off issues, and existing flooding impacts around Carrington Road, Ewan Park and Tennant Parade.

Submissions from this precinct were also concerned about the consultation process, impacts of growth and development on the character of the area, housing affordability, design quality of new apartments, local traffic and parking issues, and the adequacy of existing infrastructure, services and open space to meet the demands of increased population. These issues are discussed in detail in the corridor report.

## SECTION 3: WHAT WE'VE HEARD

### 3.2 Council feedback

The former Marrickville Council (now Inner West Council) made a submission on the draft Strategy.

The key points raised included:

- Areas to the south of the rail line, with the exception of Carrington Road, should be considered for only low or medium rise housing. Any areas of quality streetscapes or period buildings should be retained as single dwelling housing;
- The proposed medium high rise housing on the western side of Carrington Road may be difficult to transition down to the single dwelling areas on Premier, Cary and Renwick Streets and Warren Road;
- Areas identified for shop top housing development contribute to the character of Marrickville town centre and the narrow streets would not be suitable for the street wall heights proposed;
- The area around High Street at the top of the ridge on the southern side of the Station Precinct should be retained as single dwelling housing due to the topography;
- Heights proposed in Grove, Ivanhoe and High Street will result in visual and overshadowing impacts on properties to the south. Low rise housing should be the maximum proposed here;
- There is potential for Schwebel Street to accommodate higher densities;
- Increased density should be restricted north of Greenbank Street. The area to the south of Greenback Street including Church Street should remain single dwelling housing;
- The area surrounding McNeilly Park should present a uniform street wall and overall height;
- The proposed high rise area on Arthur and Ann Street would produce a high walling effect and the strategy should be revised to be consistent with applications and approvals for lower heights under the Marrickville Local Environmental Plan;

- Redevelopment in the north western part of the precinct will need to consider the existing civic townscape qualities in the area;
- A new shared pedestrian and cycle link should be provided to connect Fletcher and Francis Streets;
- The eastern side of Central Avenue should be reduced to medium rise housing and a new laneway should be shown from O'Brien Lane to Illawarra Lane and from Tuhoy Lane to Albion Street;
- It would be desirable to create a link at the end of Queen Street to Cavey Street linking to an expanded O'Hara Street playground;
- A proposed new street and pedestrian bridge connection on Myrtle Street may be better located on the alignment of Carrington Road to provide pedestrian access over to Meeks Road in the Sydenham Station Precinct;
- A new pedestrian link should be identified from Esk Lane to Schwebel Street, aligned to create a back street pedestrian link from Marrickville Station to the Cooks River; and
- The area between the railway tracks near the Victoria Road underpass has been identified as a potential commuter carpark and bike park.

### 3.3 Community workshops

In May 2016 a series of six community workshops were held to provide further opportunities for community and land owner feedback.

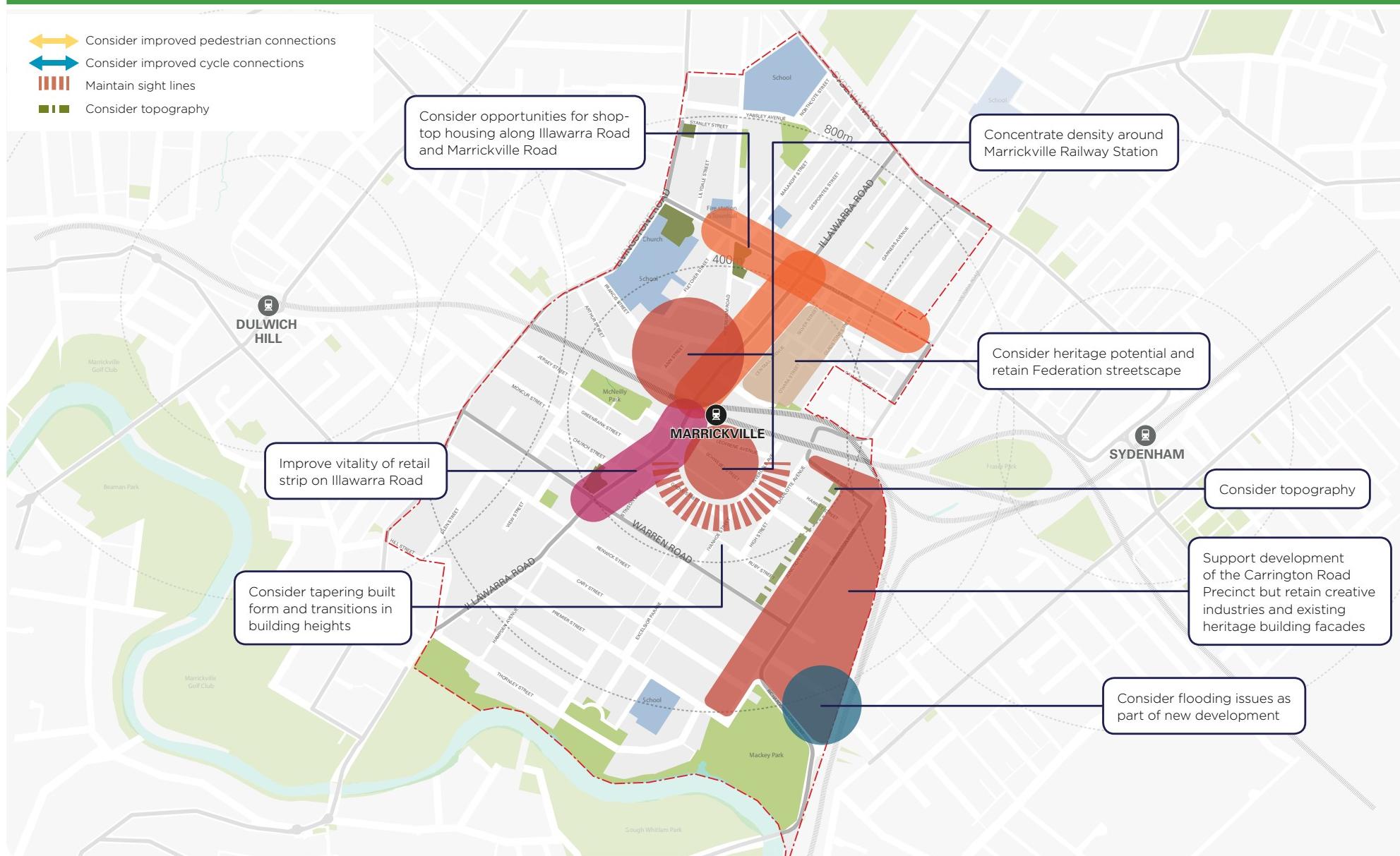
The combined Sydenham/Marrickville workshop involved 21 participants. The key issues raised were:

- Desire to retain the local character of Marrickville, including the fine grain built form and diversity of the population;
- Concerns over increased densities and the proposed locations;
- The role of industrial land and whether this should be converted to residential uses or preserved as employment areas;
- The need for new development to be well designed, incorporate a variety of formats including townhouses and three or four bedroom apartments and ensure that they interact positively with the surrounding streets;
- Public domain improvements are required throughout the Station Precinct;
- Mackey Park is one of the most popular and heavily used open spaces in the area and connections should be improved; and
- The GreenWay Cycleway at Dulwich Hill should be extended to Marrickville.

Further details are provided in the Community Workshop Outcomes Report available on the Department's website.

## SECTION 3: WHAT WE'VE HEARD

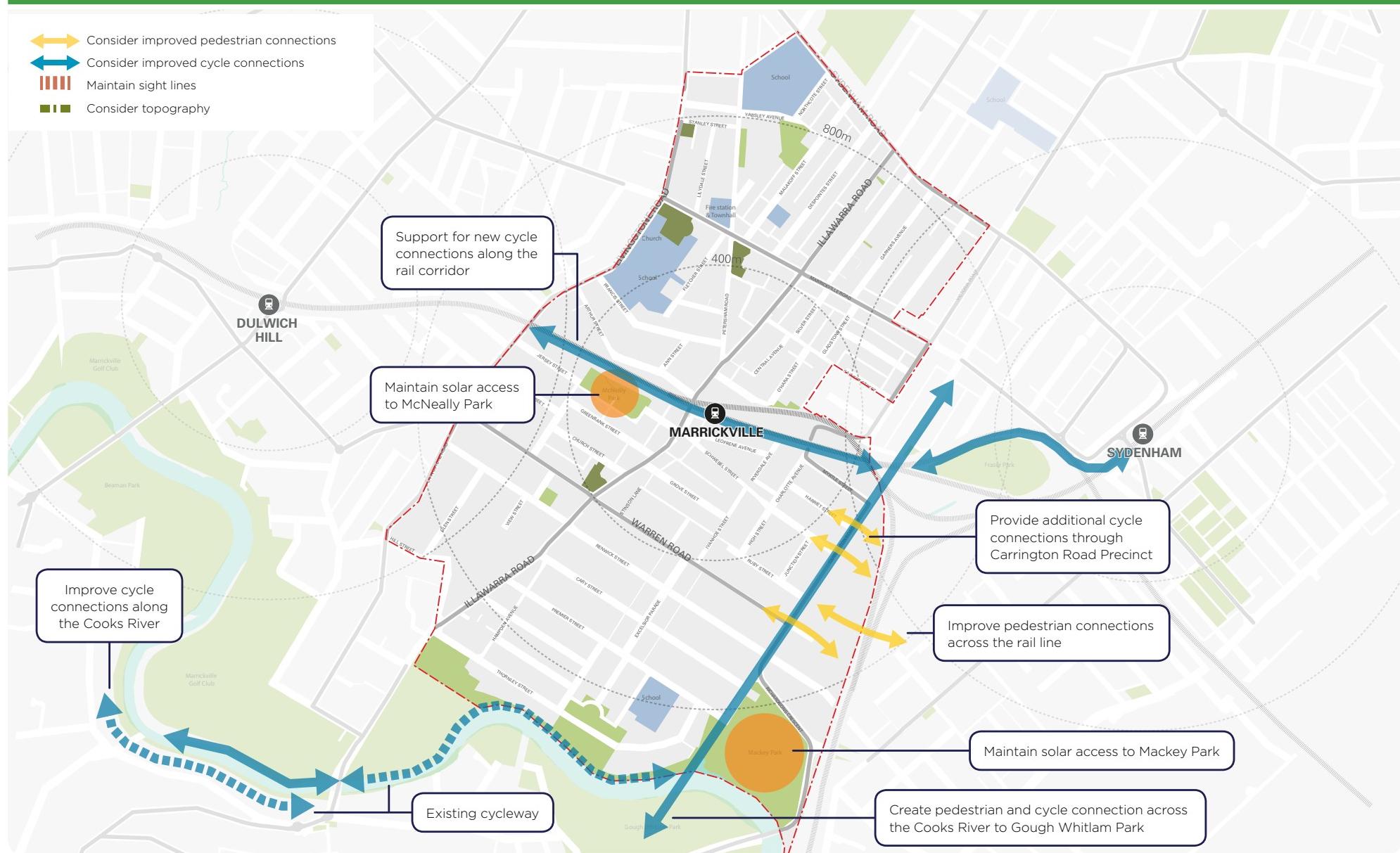
FIGURE 8: COMMUNITY WORKSHOP RECOMMENDATIONS



Source: Elton, 2016

## SECTION 3: WHAT WE'VE HEARD

FIGURE 9: COMMUNITY WORKSHOP RECOMMENDATIONS



Source: Elton, 2016

# 4

A detailed review process was undertaken following the exhibition of the Strategy. A summary of the findings are provided below and the full reports can be found on the Department's website.

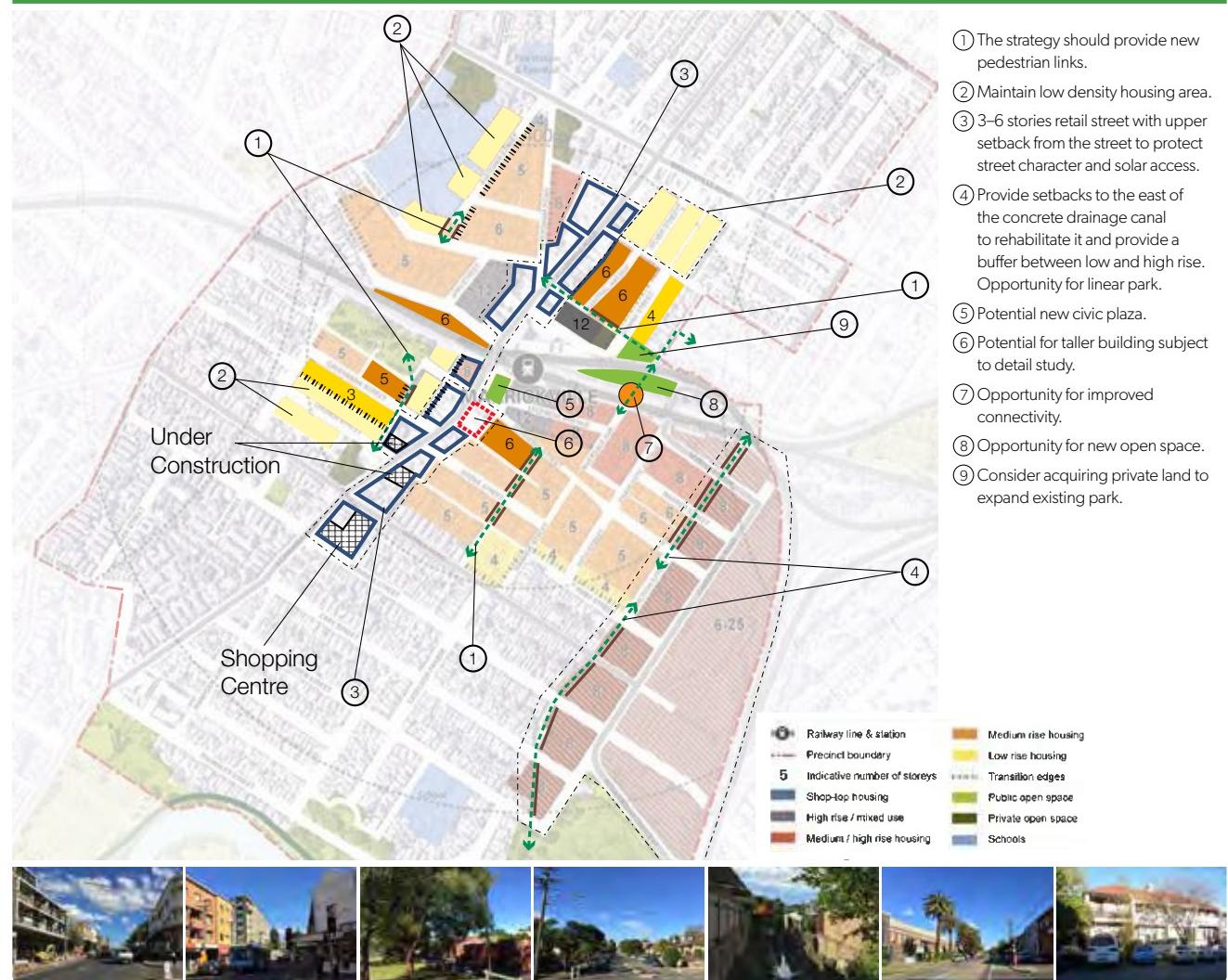
## 4.1 CM+ design review

Conybeare Morrison (CM+) are a leading architectural and urban design practice with extensive experience in masterplanning, place making and urban transformation. DPE engaged CM+ to review the land use plans publicly exhibited and identify areas where improvements could be made to provide a better outcome for residents, future residents and businesses in the station precinct.

CM+ recommended a number of modifications to the Marrickville Station Precinct plan including:

- Provide a three to six storey retail street with upper level setbacks from the main street along Illawarra Road;
- Provide new pedestrian links throughout the precinct;
- Maintain low density housing on Silver and Gladstone Streets, between Warren Road and Church Street, and Fletcher Street adjacent to the school;
- Consider the opportunity for pedestrian links along drainage canals to the rear of properties along Carrington Road;
- Consider the potential for a new civic plaza adjoining existing Marrickville station entry on Station Street;
- Consider the possibility for taller buildings on the corner of Illawarra Road and Schwebel Street subject to detailed study; and
- Consider areas for new or improved public open space areas between O'Hara and Carey Streets.

**FIGURE 10: URBAN DESIGN PEER REVIEW RECOMMENDATIONS**



Source: Conybeare Morrison, 2016

## SECTION 4: DEVELOPING THE REVISED STRATEGY

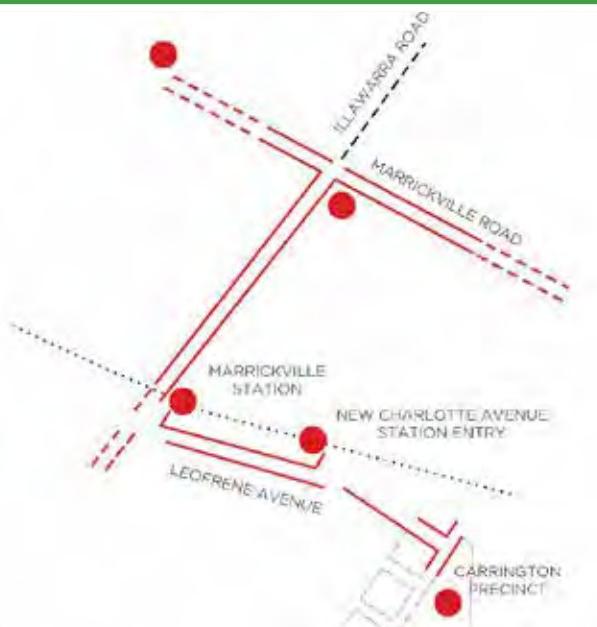
### 4.2 Architectural design review

Tyrrell Studio undertook a study to examine the precinct's integration with Sydney Metro and to review the urban design principles in the draft Strategy. The NSW Government Architect oversaw this study and input was provided by the Department, Sydney Metro Delivery Team and Inner West Council.

The key recommendations were:

- New retail in the Carrington Precinct should build on the existing retail structure rather than creating a competing retail structure (see Figure 11).
- Commercial and retail uses should be located near the northern end of the Carrington Precinct and fine grain retail tenancies should be provided along Myrtle and Leofrene Streets linking the two anchors (see Figure 11);
- Consider providing space for start-ups, shared workspaces and workshops within Carrington Precinct to retain the light industrial character and provide active and vibrant ground floor uses that compliment new residential uses;
- Provide linear open space corridors along the Carrington Precinct between the Cooks River and Marrickville Station (see Figure 12);
- Ensure that new residential dwellings around McNeilly Park activate and address the park at the ground floor level (see Figure 13); and
- Provide pedestrian and cycle connections between Carrington Precinct and Sydenham Station and provide new open space areas between the railway lines south of Fraser Park (see Figure 14).

FIGURE 11: MARRICKVILLE RETAIL STRUCTURE



Tyrrell Studio, 2017

FIGURE 12: POTENTIAL LINEAR OPEN SPACE – CARRINGTON PRECINCT



Tyrrell Studio, 2017

FIGURE 13: BUILDING EDGES TO ADDRESS MCNEILLY PARK



Tyrrell Studio, 2017

FIGURE 14: CONNECTIONS TO FRASER PARK



Tyrrell Studio, 2017

## SECTION 4: DEVELOPING THE REVISED STRATEGY

### 4.3 Heritage study

In response to submissions and concerns about the loss of Federation homes and streetscapes, a heritage study was undertaken by NBRS Architecture and looked at areas where apartments and increased density were proposed to determine if those areas may warrant further investigation for heritage protection. The study by NBRS focused on Warburton, Moyes, Greenbank, Church, Silver and Gladstone Streets.

The heritage study made the following recommendations:

- Warburton, Moyes, Greenbank and Church Streets did not meet the criteria for a Heritage Conservation Area because, while there may have been some examples where the traditional character had been retained, the integrity of many of the original structures had been compromised by the removal of original detail and finishes through the rendering of external brickwork and the replacement of timber joinery with aluminium windows.
- Silver and Gladstone Streets have potential to be listed as a heritage conservation area based on an assessment of the historical development of the area, the range of architectural styles represented, the original design integrity and condition of the building stock.

FIGURE 15: HERITAGE INVESTIGATION AREA



Source: NBRS Architecture, 2016

FIGURE 16: HERITAGE INVESTIGATION AREA



Source: NBRS Architecture, 2016

## SECTION 4: DEVELOPING THE REVISED STRATEGY

### 4.4 Employment lands analysis

The draft Strategy proposed that the Carrington Road industrial precinct be converted to residential and mixed uses. This area was identified previously in Marrickville Development Control Plan 2011 as having potential for a mix of compatible land uses including employment and residential uses that contribute to a mixed use character.

While there was general support in the public submissions and at the community workshops for converting industrial land to residential uses, there was some concern about the impact on rents and the availability of employment lands.

AEC were engaged to investigate the impact on employment uses that might be displaced by these changes and where those businesses might relocate. AEC also considered likely future demand for employment land along the corridor.

The key findings were:

- There is high demand and low vacancy rates for industrial and employment land in Marrickville and Sydenham as a result of recent urban renewal in Alexandria, Zetland and Green Square;
- There is demand from the food and beverage industry due to the area's locational advantages (ie close to airport and Sydney's restaurants and hotels);
- Industrial uses and businesses that are unable to secure suitable accommodation are considering more affordable options in Bankstown and Campsie; and
- Demand for retail space operates in a two-tier market with retail space north of the railway line along Marrickville Road being more sought after and commands higher rents than the retail strip on Illawarra Road, particularly the section south of the railway line which lacks vibrancy.

FIGURE 17: MARRICKVILLE



Source: © SaltyDingo 2016

# 5

This section addresses the issues raised in submissions and details how we have revised the Strategy.

## 5.1 Corridor-wide issues

A number of issues were raised in relation to the draft strategy that have implications for the corridor as a whole. These included concerns over the consultation process, appropriate areas for growth, schools and community facilities, design quality, affordable housing, social impacts and the provision of utilities infrastructure and services to meet the increase in density. Strategies for the implementation of the plan were also raised.

Corridor wide issues have been addressed in the Corridor Report and are discussed in more detail below.

## 5.2 Precinct-level issues

### 5.2.1 Local character and heritage

The Marrickville community felt strongly about retaining local character and heritage within the area. Submissions included concern that the Strategy would result in the loss of Federation and heritage homes particularly on Riversdale Avenue, Leofrene Avenue, David Street, Fletcher Street, Warburton Street, Greenbank Street, Moyes Street, Church Street, Silver Street and Central Avenue. It was proposed that streets with heritage or local character should not be redeveloped.

In response to the submissions, the revised Strategy proposes a more compact area for new development which is focused in a smaller area immediately around the railway station (as well as the industrial area in the Carrington Road Precinct). This more compact urban structure enables more streets within the precinct to retain their existing character.

**FIGURE 18: POTENTIAL HERITAGE AREA**



Source: © SaltyDingo 2017

In addition, the revised Strategy also specifies that “transition edges” be provided on many streets where new apartments are proposed to occur either opposite or adjacent to existing residential dwellings which have a lower scale and different built form. This assists in preserving the scale and character of existing streets while also ensuring that sufficient setbacks are provided at the upper levels of new buildings to preserve some solar amenity and privacy to neighbouring dwellings.

Further heritage studies and investigations have also been undertaken and identified Silver and Gladstone Streets as a potential new Heritage Conservation Area. The heritage study also examined the Federation period dwellings at Nos. 2-12 Warburton Street and concluded that the dwellings did not meet the criteria to be listed as heritage items and this finding was supported by Inner West Council. However, the proposed heights in Warburton Street were lowered to medium rise housing (up to six storeys) to ensure a more sensitive transition to existing dwellings and minimise potential impacts on the fig trees planted in the street which are heritage items.

## SECTION 5: KEY CONSIDERATIONS

The revised Strategy has been updated to:

- Correctly show the David Street Heritage Conservation Area as a single dwelling area;
- A new Heritage Conservation Area is proposed comprising Silver Street and Gladstone Street;
- The southern side of Greenbank Street and Church Street are identified as low-rise housing to provide a more gradual transition to the single dwelling areas to the south and west;
- The area to the south of Schwebel Street including Grove Street, High Street, Ivanhoe Street and Ruby Street have been identified for low rise housing following Council's submission that this area be retained because of its local character and the steep topography; and
- Warburton Street and the northern side of Greenbank Street are proposed for medium rise housing given their proximity to transport and the amenity afforded by McNeilly Park.

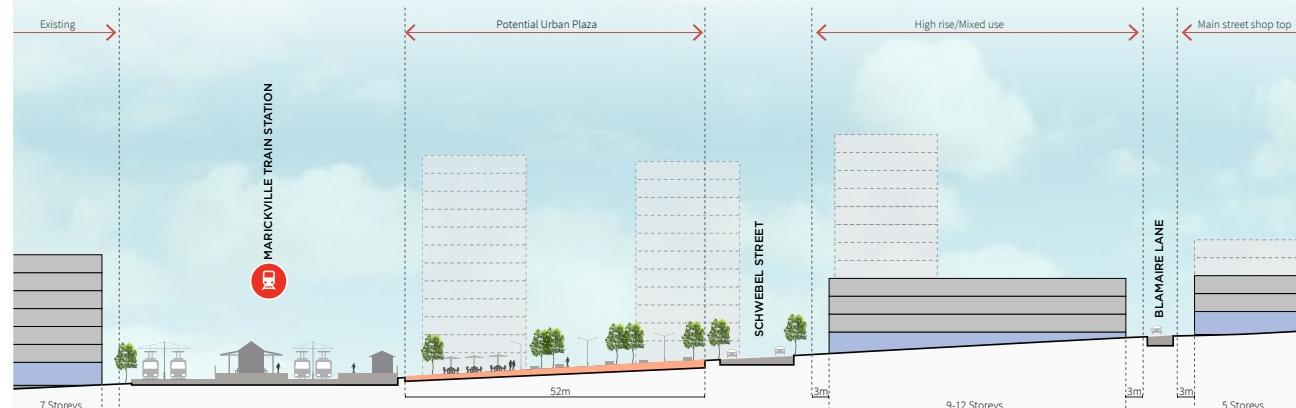
### 5.2.2 Land use and density

#### Illawarra Road and Station Street

The draft Strategy proposed that medium high rise housing be located in the street block immediately to the south of the railway station (bounded by Station, Leofrene and Schwebel Streets and Illawarra Road) with shop-top housing development at a lower height and scale along Illawarra Road. This would essentially repeat the existing development pattern along Illawarra Road on the northern side of the railway line, whereby shop-top housing up six storeys is permitted and increasing to eight storeys immediately adjacent to the railway line where the Revolution Apartments have been built.

The streetscape quality and character of existing development on Illawarra Road south of the station is of a lesser standard when compared to that on the northern side, which has a more intact inter-war period shopping strip. Therefore, there may be some opportunities for taller buildings than currently permitted under Council's planning controls especially near the station where the landform sits in a low point.

FIGURE 19: DEVELOPMENT POTENTIAL AROUND MARRICKVILLE STATION



Source: JBA Planning, 2016

#### 369-383 Illawarra Road and 2-24 Station Street

Submissions were received in relation to 2-24 Station Street and 369-383 Illawarra Road, proposing that high rise housing and mixed use development be considered with potential building heights up to 14-16 storeys. A planning proposal for residential development up to 16 storeys at 2-18 Station Street and 1 Leofrene Avenue has been previously rejected by the former Marrickville Council. A submission on behalf of 2-18 Station Street and 1-2 Leofrene Avenue also proposed the sites be designated for high rise and mixed use development of 12 to 16 storeys.

The Inner West Council Architectural Excellence Panel considered a submission from 369-383 Illawarra Road that proposed a 14 storey mixed use development with a public plaza fronting onto Illawarra Road. The Panel supported the proposal for three to four storey podium with a six metre setback for the upper floors, which is in keeping with the existing shop top housing along Illawarra Road but questioned the appropriateness of the 14 storey height at this location and concluded that the outcome of 2-12 Station Street will have a bearing on what is a suitable outcome for this location.

The Sydney Metro proposal includes an urban plaza next to the railway station entry that will provide a larger and more generous space for passengers entering and exiting the station. Some property acquisition on Station Street is likely to be required.

Should a new urban plaza next to the railway station be created, there may be an opportunity for taller buildings to be located on the southern side of the plaza at 369-383 Illawarra Road creating a landmark building at the entry to the station with convenience retail, cafes and outdoor dining.

Given the above, the revised Strategy has designated 2-24 Station Street as an urban plaza, while 369-383 Illawarra Road is proposed for high rise and mixed use up to 12 storeys.

## SECTION 5: KEY CONSIDERATIONS

FIGURE 20: FUTURE DEVELOPMENT ALONG CARRINGTON ROAD



Source: DPE 2015

### 3-5 Carrington Road and 3 Myrtle Street

A submission was received from 3-5 Carrington Road and 3 Myrtle Street, which is located immediately south of the railway line and currently used for light industrial and food production purposes.

The draft Strategy identified these sites as part of the Carrington Road precinct and identified a through site link through to Fraser Park in the Sydenham Station Precinct. A proposed cycle route was identified to the north and south of the site. The submission proposes that the site would be suitable for high rise development given the low topography of the site and potential for taller buildings at the northern end of the Carrington Road precinct. The submission queried the location of the proposed through site link which is currently an open concrete encased stormwater drainage channel and would require covering over (the practicality of this should be investigated as part of a Development Application).

The submission supported the provision of a pedestrian and cycle connection from the Carrington Road Precinct to Fraser Park but suggested it be located on Carrington Road and delivered as part of the redevelopment on the eastern side of the Carrington Road.

There could be some potential for taller buildings on this site, particularly if a partly developer funded second entrance were provided to Marrickville Station from Riverdale Avenue and public open space is provided as part of development of the site. The revised Strategy proposes that the height limit could potentially be increased to allow buildings up to 12-15 storeys given the low topography of the site, proximity to the rail line and potential future high rise development at the northern end of the Carrington Road precinct. The potential for a connection to Fraser Park aligned with Carrington Road, is supported by Council but requires further investigation.

As a result of the potential new station entry on Riverdale Avenue, the proposed designation on 3-5 Carrington and 3 Myrtle Street has been revised to reflect high rise mixed use.

Furthermore, the site presents an opportunity to deliver additional public open space within the Marrickville Station Precinct adjacent to the rail corridor. The interface between the public open space area and ground floor dwellings will need to be considered as part of the design process to enhance activation and passive surveillance.

### 6-28 Carrington Road (The Carrington Road Precinct)

The site comprises approximately 13 hectares of industrial land to the east of Carrington Road. The draft Strategy identified the land as the Carrington Road Precinct and designated it medium high rise housing in accordance with Council's vision for this area. Various through site pedestrian links were also identified.

The landowner's submission is supportive of the Strategy but has advised the Department that they intend to propose increased heights at the northern end of the precinct and abutting the railway line. A retail element will also be included in the landowner's proposal. It is understood that lodgment of a Planning Proposal to rezone the site is imminent.

Council is supportive of the redevelopment of the precinct from industrial to mixed use residential land use. Given the size and strategic location of the site this Strategy asserts detailed masterplanning to ensure good residential amenity compliant with State Environmental Planning Policy 65 and the Apartment Design Guide, a strong open space component and enhanced connections to the existing built environment be delivered along with a commitment to retaining some employment uses on the site.

Given the advanced stage of consultation between Council and the prospective developer, no changes to the Strategy were proposed.

## SECTION 5: KEY CONSIDERATIONS

FIGURE 21: REVOLUTION APARTMENTS, ILLAWARRA ROAD



Source: Department of Planning and Environment, 2017

### Brynes and O'Hara Street

The draft Strategy identified 31-41 O'Hara Street as low rise housing and 1-15 Byrnes Street as high rise mixed use to reflect the medium high rise development already constructed on the south side of Byrnes Street (the Revolution apartments which are up to eight storeys).

The submission proposed heights of up to 18 storeys at 1-15 Byrnes Street stepping down to nine storeys at the O'Hara Street end. The submission also proposes a paved public walkway with landscaping connecting Illawarra Road and O'Hara Street, improved streetscape along Byrnes Street and an expanded O'Hara Park to the east of the site.

The Strategy has been revised to increase both sites to high rise mixed use given the location close to the train station, existing development on Byrnes Road and the heights proposed in Central Avenue. This reflects the recommendations from the CM+ review to apply a more gradual transition in built form toward existing lower density areas.

### Arthur and Amy Street

Heights on Arthur Street and Amy Street have been retained as medium rise density but transition edges have now been included to ensure that any future development steps down to the lower height of surrounding residential areas. The site on the southern side of Arthur Street adjacent to the railway line which proposed high rise mixed use has also been reduced to medium rise in acknowledgement of the physical constraints on the site.

Heights have also been reduced on Francis and Fletcher Street from medium rise to low rise to respond more sympathetically to the church and school grounds following a recommendation by CM+.

### South of Schwebel Street

The area south of Schwebel Street was originally designated for medium high and medium rise housing under the draft Strategy. As part of the consultation process, Council's submission was supportive of development on Schwebel Street, and along

the rail corridor to the east of the station. However, Council was not supportive of development on prominent areas such as High Street and surrounds, due to High Street being on a ridgeline and concerns about overshadowing.

In response, the revised Strategy has changed the designation of this area to low rise housing. This aims to provide a density that is suitable for its topography and surrounds, while being in proximity to the station.

### Former Marrickville Hospital

The former Hospital site on at 313-319 Marrickville Road has been disused following its closure in 1991. The Inner West Council (former Marrickville Council) acquired the site in 1995 for the purpose of constructing a new civic centre, library and community facility to serve the community of Marrickville.

To realise the delivery of these community facilities, Council partnered with Mirvac in 2015, who is responsible for obtaining development consent and constructing both the Community Hub and residential component of the development.

During August 2016, Mirvac submitted a development application to Inner West Council for the site. The application proposed a new mixed use development comprising three residential flat buildings up to 11 storeys in height. The proposed development also incorporates a new Community Hub providing new social infrastructure for the community, including the adaptive reuse of the former 'Main Ward Block' to accommodate a new public library, pavilion and children's play area. The northern end of the former 'Main Ward', will also be retained by Council and leased for a future commercial use.

The draft Strategy previously designated the site for shop top housing, which did not reflect the existing planning controls. In response, the former Marrickville hospital site has been adjusted to reflect current planning controls by designating the site for high rise mixed use.

## SECTION 5: KEY CONSIDERATIONS

### 265-272 Illawarra Road

The site is located on Illawarra Road near the junction with Marrickville Road and the site consists of several sites under one ownership. The draft Strategy proposed shop top housing on the site. The submission from the landowner proposed that an eight storey development on the site would be a more suitable outcome than the three to five storey shop top housing proposed in the draft Strategy.

While it is noted that increased heights have been proposed to the east of the site, the vision for Illawarra Road is to continue to support active retail uses as a key outcome with residential above. Heights along Illawarra Road in the vicinity of the site are generally two to three storeys and heights above this are not considered to be appropriate in this location.

The revised Strategy continues to show shop top housing on the site.

### 5.2.3 Transport, traffic and access

#### Sydney Metro

Transport for NSW recently completed an access upgrade of the Marrickville Station entrances on Illawarra Road and Station Street. The upgrades include:

- Two new lifts, a new staircase and a new concourse;
- Kiss and ride facilities for convenient drop offs and pick ups;
- Bicycle parking;
- Accessible parking;
- A new taxi rank; and
- A new family accessible toilet.

An additional station entry closer to the Carrington Road Precinct would present an opportunity to create a new urban plaza to connect via a revitalised Leofrene Avenue with the plaza at the existing station entry. Further details of new station entries and upgrades will be included in the Environmental Impact Statement for the Sydney Metro Southwest, due to be lodged in 2017.

Community submissions were mostly concerned with pedestrian and cycle connectivity around the Marrickville area but particularly between the new Carrington Road Precinct, Marrickville Station and the Cooks River.

The existing rail lines present significant barriers to pedestrian movement between Sydenham, Marrickville and Tempe. Further investigations would be needed before Government can commit to providing this link to determine whether it is feasible and the likely costs to construct a pedestrian/cyclist bridge over the railway between Collins Street (Tempe) and the Carrington Road precinct in Marrickville.

Community concerns in relation to vehicle movements and traffic congestion are acknowledged but would be dealt with at the planning proposal and development application stages.

### 5.2.4 Open space and recreation facilities

The proposed walking and cycling corridor along the rail line (GreenWay South West) will see improved pedestrian and cycle connections along the railway line.

The potential development of the Carrington Road precinct will provide a large area of public open space along the railway line and a centrally located park that is easily accessible to residents outside the development of the precinct. This will ideally constitute 15% of the total site area. This has been included within the Strategic Intent for Marrickville Station Precinct to ensure the provision of open space is considered during the preparation of a masterplan and rezoning process.

The opportunity for two new urban plazas at the station entrances and improvements to the streetscape along Leofrene Avenue could contribute to an improved public domain in the Marrickville Station Precinct.

FIGURE 22: STATION IMPROVEMENT WORKS



Source: © SaltyDingo 2016

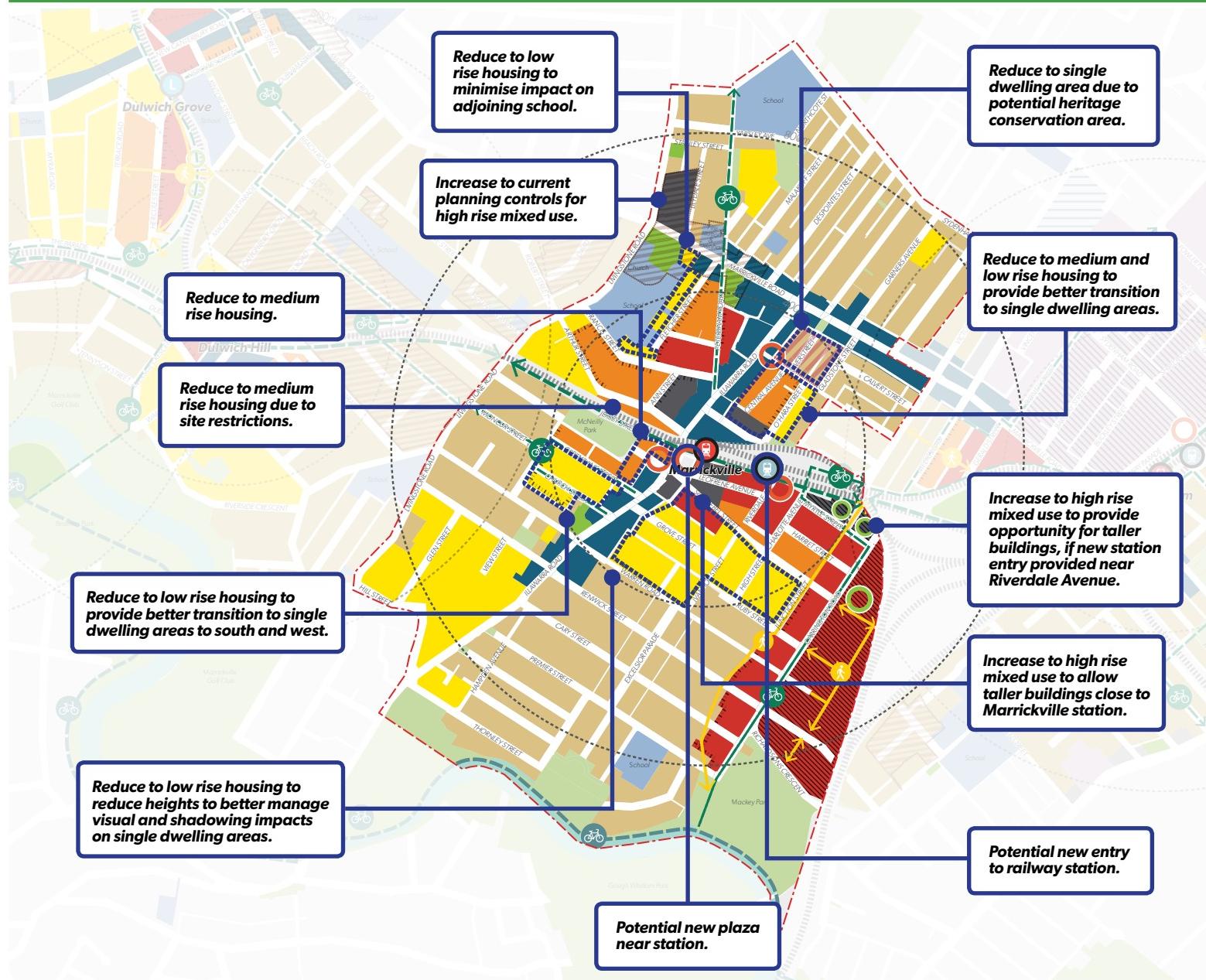
### 5.2.5 Environmental issues

Concerns were raised in relation to increased densities and development and the impacts on native trees and wildlife and also on flooding issues and stormwater run-off into the Cooks River, especially around the Carrington Road Precinct. Detailed environmental studies will be undertaken as development occurs at planning proposal and development application stages.

Notwithstanding the existing flooding conditions, the Carrington Road Precinct is a large consolidated site and therefore flood mitigation measures can be incorporated in future development. The Council's existing planning controls detail the design requirements for new developments in these areas to minimise flooding risks.

## SECTION 5: KEY CONSIDERATIONS

FIGURE 23: WHAT'S CHANGED FROM THE DRAFT STRATEGY – MARRICKVILLE STATION PRECINCT



# 6

## 6.1 Vision



A diverse and vibrant community focused around a reinvigorated Illawarra Road.



A new station forecourt plaza that will act as a central meeting point of the Marrickville Station Precinct with a range of active uses.



Future development along Carrington Road will deliver improved connections and new open space to support existing and future residents of the Marrickville Station Precinct.



Valued low density neighborhood areas are retained.



Improve the quality of the public areas with new footpaths, street trees and street lighting to create a great place to live and work.



The potential for a new linear park along the metro line could create a new and interesting place for leisure and recreation.

## 6.2 Strategic intent

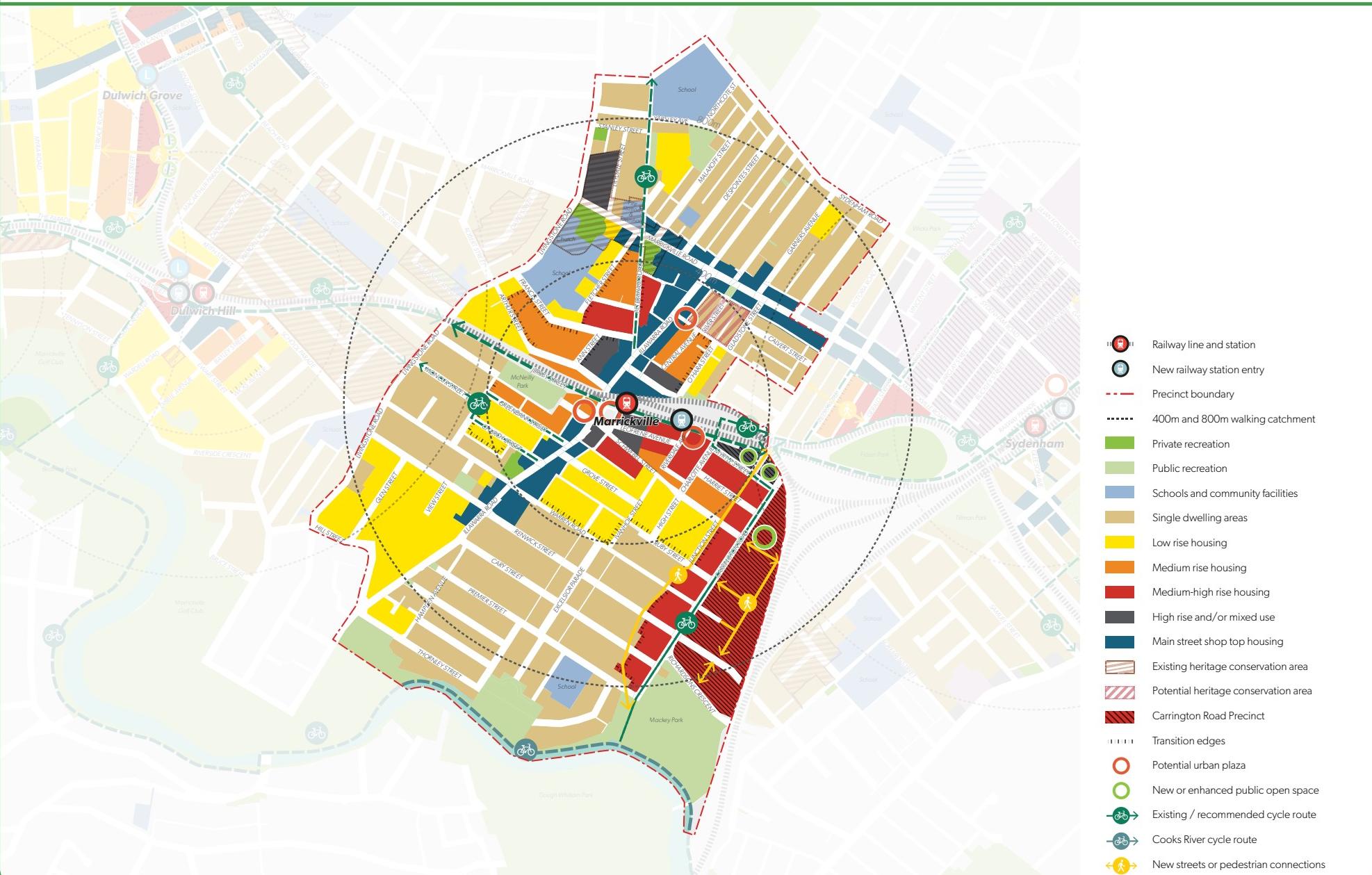
The strategic intent of the Land Use Strategy provides the core planning principles and outcomes that should guide development in the future. The local planning direction that has been prepared in conjunction with this revised Strategy will include a reference to this strategic intent. Any planning applications relating to the Marrickville Station Precinct will need to be generally compliant with these objectives.

The strategic intent of the Land Use Strategy is as follows:

- Future development delivers a new public plaza on Warburton Street;
- New development will create a new public open space between Riverdale Avenue and Carrington Road and Myrtle Street that enhances existing connection to a potential new metro station entrance;
- Development delivers new pedestrian and cycle connections throughout Marrickville Station Precinct;
- Development around McNeilly Park addresses the park to encourage greater passive surveillance and access to amenity;
- Shop top housing along Illawarra Road incorporates a street wall height that is consistent with the predominant two storey and parapet street wall height with potential for high rise development between Schwebel and Grove Streets subject to addressing overshadowing, NSW Apartment Design Guide requirements and providing some public benefit in the development;
- Existing neighbourhood area bounded by Calvert, Gladstone Streets and Illawarra and Marrickville Lanes are to retain existing low density character and investigated as a potential Heritage Conservation Area;
- Retain key heritage buildings and tree planting along Carrington Road as part of any future development;
- The future redevelopment of Carrington Road Precinct will incorporate 15% of the total site area as public open space and high rise development could be consolidated on the northern portion of Carrington Road subject to compliance with airport height restrictions and satisfying the NSW Apartment Design Guide;
- The future redevelopment of Carrington Road Precinct is to be mixed use supporting the retention of smaller scale industrial uses on lower floors in keeping with the existing mixed use character of the suburb and the precinct. Use ground floor light industrial uses as a means to address the potential negative streetscape impacts of raised ground floor residential levels required to respond to flood levels;
- Future development in the Marrickville Station Precinct will be generally consistent with the building typologies in the Land Use Strategy;
- Ensure that any residential development adjacent to the freight line is designed to mitigate against noise and vibration;
- Future development is to protect existing trees; maintain the existing urban forest and increase tree canopy cover in accordance with state and local Policies;
- Development will deliver affordable housing in accordance with state and local affordable housing policy; and
- Require satisfactory arrangements be in place for the provision of State and regional infrastructure to support development prior to construction.

## SECTION 6: THE REVISED STRATEGY

FIGURE 24: THE REVISED LAND USE PLAN – MARRICKVILLE STATION PRECINCT



## SECTION 6: THE REVISED STRATEGY

### 6.3 Built form typology in the Marrickville Precinct

#### Low rise housing



- Typically a terrace / townhouse of two to three storeys or a four storey residential flat building if located within 500 metres from rail station;
- Provide front landscape setbacks ranging from 3-6 metres;
- Side and rear setbacks are to retain amenity for residents of adjoining neighbours;
- Incorporate upper level setbacks further to minimise scale of building to the street;
- Retain heritage items and incorporate into new developments;
- Reduce height at the interface of single dwelling areas (i.e. Church Street) to provide an appropriate transition; and
- Council are encouraged to review existing height and FSR controls as part of their comprehensive LEP review to improve development feasibility within the existing land use zone.

#### Medium rise housing



- Medium rise housing is to be a maximum of five storeys;
- Incorporate upper level setbacks further to minimise scale of building to the street;
- Provide a front landscape setback, typically 3-6 metres;
- Include side and rear setbacks to retain amenity for residents for adjoining neighbours;
- Retain heritage items and incorporate into new developments; and
- Retain reasonable solar access for adjoining properties.

#### Main street shop top housing



- Principally located along Illawarra Road and Marrickville Road, where existing fine grain retail is located;
- Generally consistent with the existing Council planning controls;
- Predominant two-storey street wall with parapet to be retained as part of redevelopment of high rise/mixed use to the rear;
- Provide active retail frontages at street level;
- Build to the street alignment and to the side boundary to retain a consistent streetscape ;
- Retain heritage items and incorporate into new developments; and
- Provide awnings for pedestrian weather protection.

#### Medium/high rise housing



- Medium/high rise housing is to be a maximum of eight storeys;
- Built form is broken into three tiers, with upper level transitioning further from the setback to provide appropriate scale to the street;
- Landscape setbacks, typically 3 metres, will be required at street level;
- Ensure articulation in the facade is provided to reduce apparent scale and create interest;
- Terrace style individual entries at ground level; and
- Height and built form of the Carrington Road Precinct are to be established through detailed masterplanning at the planning proposal stage.

#### High rise and/or mixed use up to 12 storeys



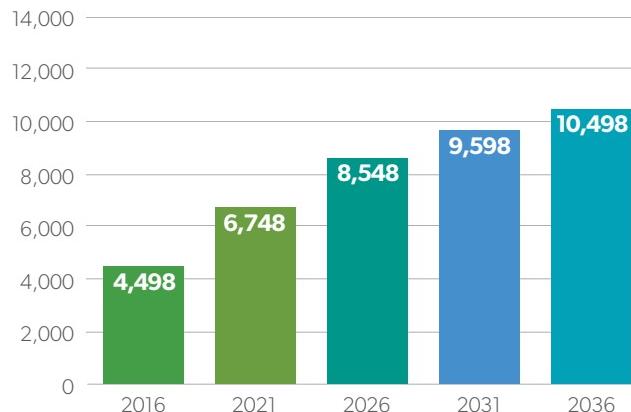
- High rise and mixed use is to be a maximum of 12 storeys;
- Promote high quality design through incorporating design excellence processes;
- Encourage slender buildings with good separation for light and air, and minimise overshadowing of main streets and public open space; and
- Additional height may be achieved on large sites in consolidated ownership where community facilities and/or public open space is provided to Council. Taller buildings shall achieve design excellence and have a slim building profile.

## SECTION 6: THE REVISED STRATEGY

### 6.4 Revised forecasts

Careful analysis of market trends, development feasibility and population changes has been undertaken to establish a projection of dwelling take up in the first 20 years. The proposed changes to the land uses and built form controls in the Marrickville Station Precinct would provide 6000 additional dwellings by 2036.

FIGURE 25: FORECAST DWELLINGS BY 2036



The graph above shows the forecast take-up of development and the total number of dwellings in the precinct resulting from the proposed land use changes. The take-up rate is important to identify the infrastructure needs to support growth.

These figures take into consideration development already approved and under construction. Careful analysis of market trends, development feasibility and population changes has been undertaken to establish a projection of dwelling take up in the first 20 years.

The actual number of dwellings achieved by 2036 may differ to those forecast, as they will be dependent on several factors including economic and market conditions, social trends, technological changes, housing preferences and immigration levels. Infrastructure and services required to accommodate growth are periodically reviewed to ensure that infrastructure is delivered in a timely and coordinated way and where possible

FIGURE 26: VIEWS FROM MARRICKVILLE



Source: © SaltyDingo 2016

keeps pace with growth and development over time by service providers to identify the need for additional services or works that may be required.

#### Market demand

AEC were engaged by the Department to investigate how the level of demand for residential apartments in the short, medium and long term would impact on the likelihood of development occurring.

Development prospects are generally favourable in the inner station precincts (Sydenham, Marrickville and Dulwich Hill), with ownership fragmentation and high existing-use values the main impediments to development feasibility. Areas identified for higher density will be more feasible to develop. In contrast, only incremental take-up of development opportunities in areas with lower densities is likely. Medium density products (townhouses, villas, duplexes) are unlikely to be delivered unless a site is vacant or can be acquired at a low cost.

While demand for new dwellings is strong (consistent with inner ring suburbs across Sydney), the lack of large scale opportunities for development has hindered the supply of new housing.

While some developers have been able to acquire and consolidate former industrial sites, these opportunities are few and far between and as a consequence, competition for these sites is strong.

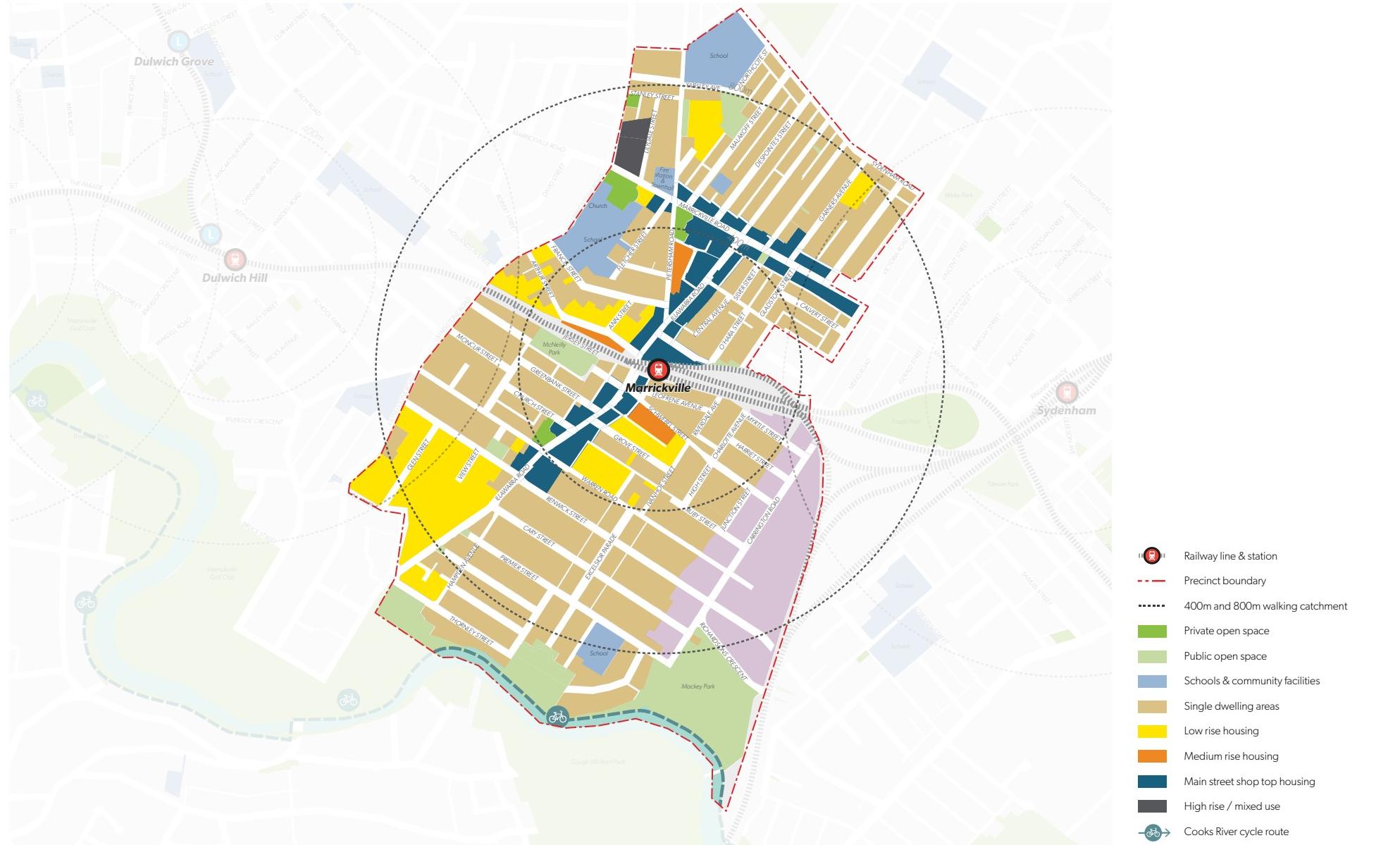
Development take-up is subject to both demand-side and supply-side factors and there is a direct relationship between population growth and housing demand. Households consider factors such as cost, location and convenience to their place of work when making decisions about the type and quality of housing within their financial capability.

Market demand within the inner station precincts and their broader suburbs is healthy and sustained, consistent with observations across inner ring suburbs where a variety of public transport options are available as well as access to an amenity-rich environment. Despite, relatively modest demand projected for the inner station precincts, it is conceivable that these station precincts will serve to accommodate unmet demand from areas outside the station precincts. Supply-led demand is expected to occur in the inner station precincts as feasible development opportunities are unlocked.

## SECTION 6: THE REVISED STRATEGY

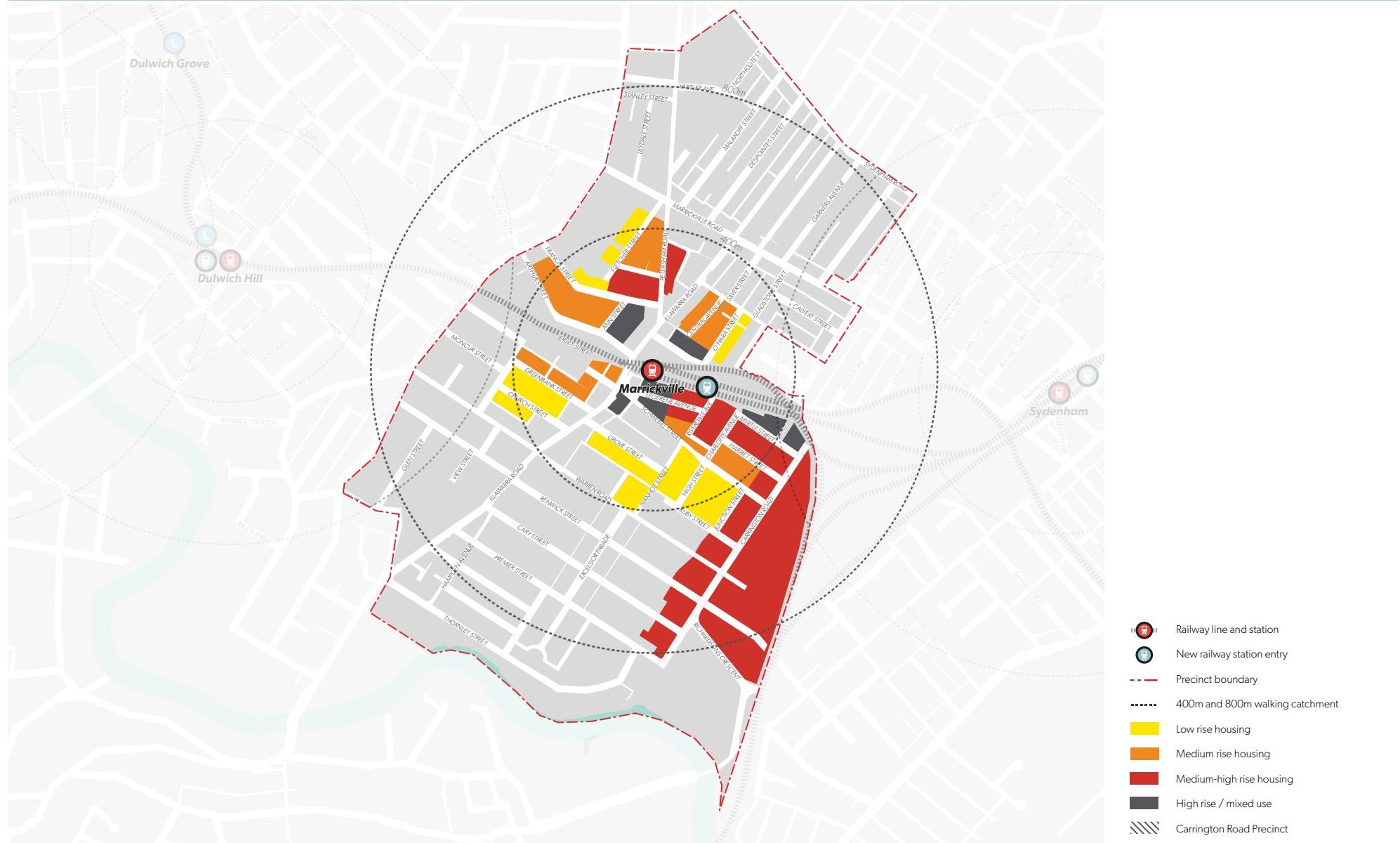
### 6.5 Change from current planning framework

FIGURE 27: CURRENT PLANNING FRAMEWORK – MARRICKVILLE STATION PRECINCT



## **SECTION 6: THE REVISED STRATEGY**

#### **FIGURE 28: CHANGE FROM CURRENT PLANNING FRAMEWORK**



## 7

The following key actions for the next 12 months will drive the implementation of the Strategy in the Marrickville Station Precinct:

**Design of the GreenWay South West**

DPE is preparing a concept landscape masterplan for a shared pedestrian and cycle link and linear park should surplus rail land become available.

**Planning for Schools**

The Department of Education will identify locations for new or expanded schools within the corridor based on the growth proposed in the Strategy.

**Public Domain and Station Access Plans**

Sydney Metro are preparing a Public Domain and Station Access Plan for improved station design, accessibility and interchange with other modes of transport. The new metro station at Marrickville will provide improved pedestrian and bicycle access.

**Precinct Support Scheme Funding**

DPE will provide funding to Councils through the Precinct Support Scheme to improve amenity and infrastructure within the corridor.

**Finalisation of the Strategy and Local Planning Direction**

DPE will finalise the Strategy including a local planning direction (a Section 117 Direction) to ensure that future residential development across the corridor is consistent with the Strategy.

**Heritage Conservation**

Inner West Council will prepare a Planning Proposal to protect newly identified Heritage Conservation Areas along Silver Lane and Gladstone Street within the Marrickville Precinct.

**Special Infrastructure Contribution**

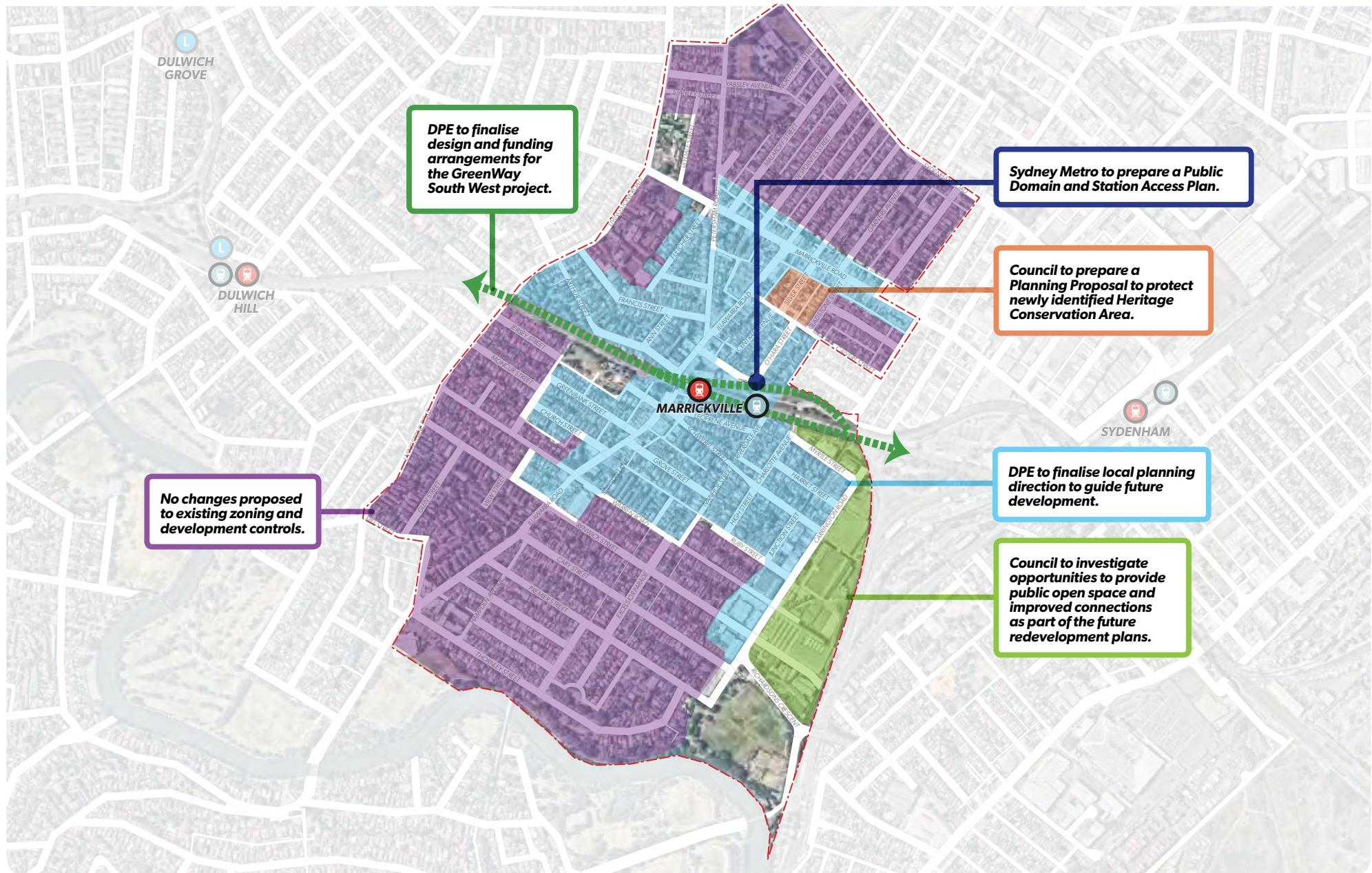
DPE is preparing a draft Special Infrastructure Contribution plan (SIC) to identify the regional infrastructure improvements required to support growth in the corridor. The SIC levy will fund a range of community, transport and open space infrastructure.

**Open Space**

Plans for improved connections to existing open space will be included in proposals to rezone existing industrial land along Carrington Road and Myrtle Street. Large sites subject of planning proposals will also be required to deliver new public open space within their sites.

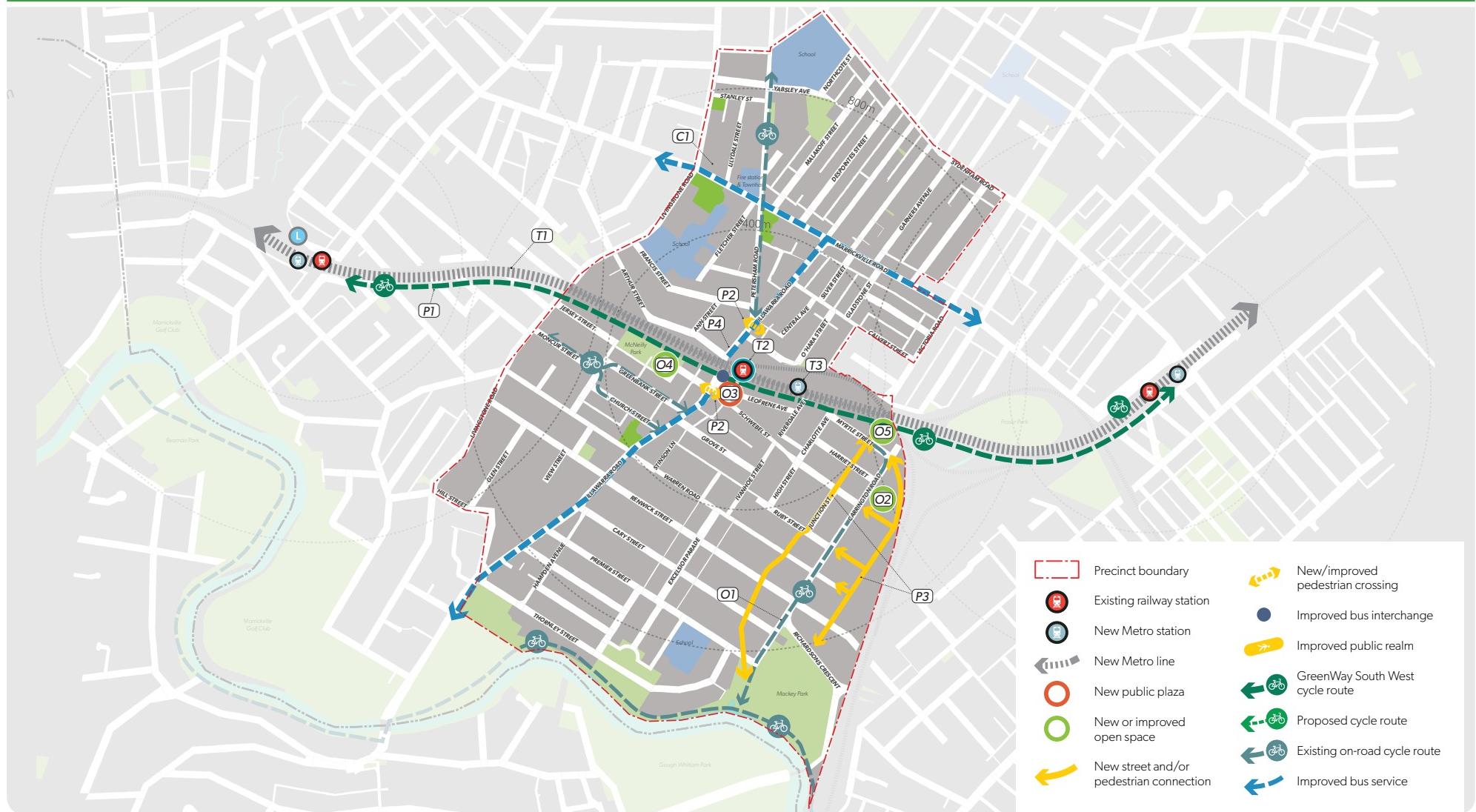
## SECTION 7: ACTIONS

FIGURE 29: ACTION STRATEGY – MARRICKVILLE STATION PRECINCT



## 8

FIGURE 30: INFRASTRUCTURE – MARRICKVILLE STATION PRECINCT



## SECTION 8: INFRASTRUCTURE

The following table provides an overview of the infrastructure projects that have been identified to support growth in the Marrickville Station precinct.

<b>Measure</b>	<b>Responsibility</b>	<b>Justification</b>	<b>Measure</b>	<b>Responsibility</b>	<b>Justification</b>
<b>Public Transport</b>					
T1	Sydney Metro City & Southwest, including: <ul style="list-style-type: none"><li>● New modern metro stations that are fully accessible;</li><li>● Improved pedestrian access and bicycle parking; and</li><li>● Improved public domain around the station.</li></ul>	Sydney Metro is currently preparing the Sydenham to Bankstown EIS for public exhibition in 2017.	The existing Bankstown Line between Bankstown and Sydenham will be upgraded and converted to metro standards, increasing services from eight an hour in the peak to 15 new metro trains every hour with real time information at metro stations and on board trains (Sydney Metro, 2017).	P1	Potential new shared bicycle and pedestrian path along the existing rail corridor between Bankstown and Sydenham stations.
T2	Upgrade interchange between rail and bus.	Transport for NSW	Sydney Metro potentially requires changes to existing interchange arrangements in the vicinity of the stations, including changes to locations of bus stops, new/relocated kiss and ride, taxi ranks (Sydney Metro, 2017).	P2	Improve pedestrian amenity, accessibility and safety around the precinct: <ul style="list-style-type: none"><li>● New pedestrian crossing on the southern approach of Illawarra Road/Petersham Road; and</li><li>● New pedestrian refuge on Warburton Street at Illawarra Road.</li></ul>
T3	Potential new entry to Marrickville Station near Charlotte Avenue.	Transport for NSW	Marrickville Station entry from Illawarra Road has a poor pedestrian address. A new plaza and entry into the station and an improved retail edge will draw new residents from the Carrington Precinct into the area (Tyrrell Studio, 2016).	P3	New streets within the Carrington Road Precinct which continue the existing road network west of Carrington Road.
				To be delivered as works in kind by developers.	Accessibility required to support growth proposed in this development (JBA 2015).
			P4	New 40km/h high pedestrian activity area on Illawarra Road.	Inner West Council
					High pedestrian activity areas promote local movements by walking and cycling and support the place function of the corridor. They are effective in enhancing safety and reducing the volume of through traffic movements (ARUP, 2015).
<b>Walking &amp; Cycling</b>					

## SECTION 8: INFRASTRUCTURE

<b>Measure</b>	<b>Responsibility</b>	<b>Justification</b>
<b>Parks and Open Space</b>		
O1	Improve the existing on-road cycleway along Carrington Road.	Inner West Council  A series of connected new open spaces along the rail corridor edges between Marrickville Station and Fraser Park offer the potential to provide new open space and improve pedestrian and cycle access between Marrickville and Sydenham. There is the opportunity to provide a number of linear open space corridors between the Cooks River and Marrickville Station through the Carrington Precinct (Tyrrell Studio, 2016).
O2	New open space as part of the redevelopment of the Carrington Road precinct.	To be delivered as works in kind by developers.
O3	Improve public realm around the station including creating a new urban plaza on Illawarra Road adjacent to the existing entry to the railway station.	Sydney Metro  Create a new public square at the intersection of Illawarra Road and Leofrene Avenue that creates a new generous retail square and entrance to Marrickville Station (Tyrrell Studio, 2016).
O4	Undertake improvements to McNeilly Park.	Council  Continue Green Link along rail edge from McNeilly Park under Illawarra Road to Marrickville Station and beyond. Rear garages and fences provide a poor relationship to McNeilly Park. New development should provide a residential address to the open space (Tyrrell Studio, 2016).
O5	New open space between Myrtle Street and railway line.	To be delivered as works in kind by developers.  Create three open space links through the Carrington Precinct, including along rail line edge, Carrington Road, Junction Street and stormwater canal (Tyrrell Studio, 2016).

<b>Measure</b>	<b>Responsibility</b>	<b>Justification</b>
<b>Education &amp; Community Infrastructure</b>		
C1	New library and community hub at the former Marrickville Hospital site.	To be delivered as works in kind by developers.  Council is partnering with Mirvac to develop the former Marrickville Hospital site. The development consists of a new Marrickville Community Hub with a larger library and much needed community and cultural facilities, open space and residential apartments (Inner West Council, 2016).

# 9

## 9.1 Finalisation of the strategy

Following exhibition of this Strategy, the Department of Planning and Environment, in consultation with Council and key stakeholders will make any amendments required prior to finalisation. The Strategy will inform future land use change and guide development in the precinct. Once finalised, the Strategy will be implemented through amendments to local planning instruments, local planning investigations and planning proposals.

To ensure future land use change is consistent with the Strategy a local planning direction under Section 117 Direction of the *Environmental Planning and Assessment Act 1979* will be applied to the revised Strategy.

The local planning direction, will require future amendments to any local or state planning instruments or planning proposals to be generally consistent with the Strategy.

In particular, future rezoning proposals should demonstrate consistency with the following sections of the strategy:

- Figure 24 – Revised Land Use plan;
- Section 6.2 – Strategic Intent;
- Section 6.3 – Built Form Typology; and
- Section 8 – Infrastructure Strategy.

## 9.2 Planning pathways

To achieve the objectives of the Strategy, changes to the current planning controls in the Marrickville Local Environmental Plan (LEP) 2011 are required. This includes amendments to the zoning, height, density, and built form controls. This would occur through local council and private proponent led planning proposals.

### Council rezoning

Local councils periodically review the land use zoning planning controls that apply in their local government area. This is normally undertaken as comprehensive review of a councils LEP. The local council would prepare a planning proposal detailing the amendments to the LEP, which would need to be generally consistent with the Strategy.

### Local planning proposals

Local planning proposals can be prepared by land owners or developers to amend the zoning and planning controls that apply to their land. Planning Proposals will need to be generally consistent with this Strategy.

